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"Independent in all things. Neutral in nothing."

POMEROY, TUESDAY, MARCH 10, 1857.

Editor and Proprietor

VOL. 9, NO. 1.

HOTELS.

U. S. HOTEL, AND STAGE OFFICE, four doors below

the Holling Mill, Pomeroys, Meigs county, O.

GEORGE McQUIGG & Co., Tanners and Curriers

Butternut street, (on Sugar Run) Pomeroys, O.

MANUFACTURES.

POMEROY ROLLING MILL COMPANY, front

on Pomeroys, O. Have constantly on hand and

to order, merchant's Iron of all sizes. Orders

solicited, and promptly executed.

W. J. JENNINGS, Superintendent.

COALPORT SALT COMPANY, Office at Coalport

Building, Coalport, O. Salt for Country Trade,

Retail, Thirty-Five cents per bushel.

SUGAR ROCK SALT COMPANY, Office at Sugar

Rock, Coalport, O. Salt for Country Trade,

Retail, Thirty-Five cents per bushel.

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eration, which was 21,069 at the close of

1855, is now 24,476, making 3,407 miles

increase in the year. The electro-telegraph,

which, in connection with the railway system,

contributes so greatly to lessen the

loss of interest on capital, and to give in-

creased activity to business, by obliterating

the great distances that characterize this

country, and which only a few years ago,

was unknown, now extends in all direc-

tions, like a vast net-work, over the face of

the Union. We have no recent information

in regard to the length of the tele-

graphic wires in operation, but Messrs.

Marie and Kans estimate it at between 40,

000 and 50,000 miles. The Atlantic tele-

graph is under way, and during the present

year America will hold unbroken com-

merce with Europe. The hazards which

hang upon the foreign markets, and which

give so much the character of gambling to

our domestic markets, will then, to a great

extent, cease; the state of the Liverpool

London markets in the morning will be

known at night in New York or even New

Orleans. Great moral as well as business

advantages will be the result.

The merchant navy has also made great

progress, the new constructions comprising

21 steamers and 1,703 sailing vessels,

giving an aggregate tonnage of 469,394

tons. England still claims the honor of

being "mistress" of the seas; we can well

accord her the title, but can claim our

share, meanwhile, the distinction of be-

ing "master" of them. Our mercantile

navy gives her pre-eminence, but it is a

pre-eminence of hard necessity—the necessity

of defending her mercantile marine and its

colonial resources against her foes. As

we need no such gigantic defense, we may

well rejoice in its non-existence as an evi-

dence of superior advantage.

We have lately given from our Washing-

ton documents the state of our national

debt. It has been reduced 25 per cent.

during the year, bringing it down to \$30,

000,000, with a surplus, in gold, in the

Treasury of \$22,000,000, after deducting

all expenses. Moreover, the President's

report of the condition of the country

is full of cheering facts. The country

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place us, in this respect, on an immova-

ble basis. There are some who believe

otherwise, and who act upon the basis of

alarm at every European crisis, and who

progress during the three years since the

cession of the Crimea, and who have

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